

CORR. SPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE LATE MR. FRANCIS, K.C.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—The last mail brought me the sad news of the sudden death of Mr. J. J. Francis. I have read with melancholy interest the tributes which have been paid to his memory in the Courts of Hongkong. In them I fully concur, and although I feel that those who have so ably spoken on this sad occasion have left little if anything to be further said, yet, as Mr. Francis was about the first person to speak to me at the Court on my arrival in 1882, and as I had daily intercourse with him till I left 1895, I would wish to add a few words to the expression of esteem, respect, and regret to the memory of one who through all those years filled such a prominent place in our Court and who has been suddenly cut off at all when he could have looked forward to many years of work and usefulness. Like all of us, Mr. Francis had his faults, but one quality he possessed, for which he ought to be remembered, and his example followed, was his faithfulness and devotion to his clients. He was thoroughly conscientious in the conduct of his cases and once he took up a case he bestowed on it all his energy and talent. His zeal for his client may sometimes have betrayed him into hasty or indiscreet action, especially if he thought there was on the part of witnesses any false swearing, but this is a fault which we could soon forget when we thought of his independent conduct of a case. He was also a most useful citizen, a Chairman of the Plague Recognition Committee, I recall, he had put aside his professional duties and sacrificed his large practice for some months to help the Colony in her hour of trial. He did a great and good work, and I deeply regretted that these despatching services had not met at the hands of Government with their reward—but I suppose some official jealousy prevented him receiving that mark of Her Majesty's favour which he surely deserved—and which he would have greatly appreciated.—Yours, &c.,

EDW. J. ACKROYD.

BOXING AT THE CITY HALL.

Under the auspices of the newly formed Olympic Club a boxing tournament was held last night in the City Hall. There was a good house. Among the various items on the programme, most interest centred perhaps in the open competition for the silver cup presented by Mr. J. Laocok of Bay View Hotel. No less than seven entries were received for it. As a result of the preliminary bouts which were fought off in the afternoon it was left to Gunner Harvey, R.M.A., and Seaman P. Keogh, H.M.S. *Albatross*, to meet in the final. This was the first event of the evening. The contestants looked pretty much alike as to weight, but they had not been in the ring for more than a few seconds before it was seen that Harvey was much overmatched. Keogh, who was in the pink of condition, got all over his man several times in the first round, at the end of which his opponent showed decidedly groggy. Harvey came up gamely however at the call of time, but lasted only 45 seconds more, being knocked out by a straight jab. The cup was formally presented to the winner at the close. The challenge of P. O. Hendrick to stop "Sailor" Smith of I.M.S. *Whiting* in six rounds had been expected to provide an exciting contest, but owing to the fact that Hendrick was suffering from a nasty injury to his right wrist the contest was not continued to a finish. The men boxed a couple of rounds in which Hendrick made a very plucky fight, but before the end of the second he had to stop. He offered however to meet Smith under similar conditions when his arm is healed. Bets which had been laid were declared off. Private Sanford, R.W.F., sparring six rounds with Private Warren, R.W.F., and though conceding something like 2st, was easily victor. A good feather-weight contest took place between Seaman Howell and Private Howard, R.M.C., and resulted in a draw. During the evening Edwards challenged all comers at 128 lbs. The whole arrangements were well carried out. Mr. Michael Collins acted as referee, Mr. W. Muskett as master of ceremonies, and Mr. Frost as time-keeper; while Mr. J. H. Downs performed the managerial duties with his accustomed acceptance.

CHICKET.

QUEEN'S COLLEGE C.C. vs. CRAIGENOWER 2ND XI.

This match was played at the Happy Valley on Saturday, the 7th inst., and resulted in an easy win for Queen's College. Appended are the scores:—

CRAIGENOWER 2ND XI.	
Goldenburg, not out	24
M. A. Keogh, c. J. Ramjohn	2
E. W. Keogh, c. Taylor, b. Ramjohn	4
J. W. Keogh, c. S. K. Wong, b. Taylor	10
S. E. Keogh, c. D. Ramjohn	0
C. L. Keogh, c. H. K. Leung, b. D. Ramjohn	0
M. Safford, b. D. Ramjohn	1
Remedios, Jr., b. D. Ramjohn	6
Remedios, Sr., c. H. K. Leung, b. D. Ramjohn	6
Danaberg, b. Ramjohn	0
B. Wong, b. D. Ramjohn	0
Byes	3
Total	52
QUEEN'S COLLEGE C.C.	
H. F. Keogh, c. Safford, b. J. Keogh	8
D. Ramjohn, b. J. Keogh	11
J. Ramjohn, not out	23
Hung Kwok Leung, not out	8
H. Taylor	0
Shi Sai Kwong	0
Campes	0
Wong Shi Cheong, did not bat	0
C. V. Carson	0
W. Alaraka	0
E. Bunjo	0
Byes	7
Total	57

HOCKEY.

CLUB F. H.M.S. "ELEPHANT."

This match was played on the Hockey Club new grounds, adjoining the Football Club's, resulting in a win for the naval team by 5 goals to nil. The following represented the Navy: Harvey (goal); Gibbs and Norman (backs); Law, Smythe, and Luard (halves); Hamilton, Yokes-Hughes, Burrows, Jones, Mowry (forwards). The Club were represented by T. C. Gray (goal); Yeats and Campbell (backs); Bowler, Chater and Enser (halves); Browne, R.E. Stevens, R.E. Dykes, R.A. Shuttle and Hooper.

The Navy had the best of the game all through and played splendidly together. It is hard to say which of the players especially shone, as they were all, very good, but Yokes-Hughes (forward) and Smythe (half back) played perhaps a more forcing game than the rest and the former did some excellent runs and was instrumental in adding two goals to the Navy score. For the Club, Gray showed very good judgement in saving, although he should be careful not to pick outside the 25 yards circle, and the number of goals scored against him can only be put down to the fast and accurate shooting of the Navy forwards. The backs played a very sound game, having a lot to do, as the play was mostly confined to the Club end. Yeats showed up well and has improved immensely since the commencement of the season. The halves also worked very hard, especially Enser, who was playing a magnificent game. The forwards did not seem to get along well, the passing being indifferent. Hooper made some good attempts to take the ball down, but invariably over-ran the ball. He should also pass a little quicker instead of keeping the ball to himself. Dykes did not quite come up to his reputation of being a very good centre forward. On the whole, individually the Club team played well, but they lacked the combination of the Navy team.

If the members of the Hockey Club wish to win any matches they will have to turn up far more regularly to the practice games, and learn to play together. It must be disheartening to the hard-working secretary to arrange a practice game and then to have about six (or even less) a side turn up, as has been the case this season. There will be a practice match on Thursday, and it is to be hoped there will be a better turn out than has hitherto been the case.

POLICE COURT.

Monday, 9th December.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

ELUDING DISINFECTION.

Four coolies were charged with unlawfully removing a trunk of furniture and bedding within a portion of the city to the east of Garden Road without obtaining permission in writing from the Medical Officer of Health. They pleaded guilty, and were fined \$5 each.

DISOBEYING BANISHMENT ORDER.

Yung Tsai, a gentleman of leisure—he was described in the charge sheet as of no occupation—disobeyed an order of banishment on the 7th inst., and was rewarded in the usual manner—one year's hard labour.

NAVAL GUNNERY.

A correspondent on the China station, who is an authority on naval gunnery, writes to point out that the majority of comments on the recent big gun firing on that station are based on a misunderstanding. He denies that the scores of the *Terrible* and the *Barfleur* are to be compared, but he admits that the scores of the other ships are had by comparison. As to what construction we put on the figures depends entirely on the point of view from which they are examined. If the average shooting in the French, German, and Russian fleets is equal to that of the *Terrible* and the *Barfleur*, then the prize-firing results of these ships ought not to astonish us. We have no official figures to guide us in forming an opinion, but doubtless they form a second dossier at the Admiralty and not as a dangerous narcotic when examined.

Pursuing his argument from what we hope is a wrong point of view, our correspondent writes: "The captains of three ships on this station—Curzon-Howe, Percy Scott, and Warrander—have done nothing at all of the way. They have only expended their quarterly ammunition properly for the instruction of the men, and encouraged their officers to teach the men to shoot with care. They have also the method of training that was used in the *Scylla* four years ago, and a great improvement has resulted." One of the latest acquisitions to the China station is the *Ocean*, and on coming under Sir C. Bridge's flag she took two days to fire her quarter's ammunition. Only one gun was fired at a time, and every shot was marked. Each defect in aiming was pointed out to the men at the time. The result of this care was seen when the *Ocean* went out for her prize-firing, for her results were 30 per cent. better than she had achieved with the *Mediator* cannon station. To the discredit of stations that need not be specified, ships of scarcely less importance than the *Ocean* have been known to fire the whole of their quarterly ammunition in half an hour, while the targets have been used to cover up paint work. But how comes it that four years ago the crack ship of the service was on the Mediterranean station, and that the best gunnery ship in the service is now in China? Now it is that the *Barfleur*, another China squadron ship, which always had a bad reputation for shooting, is now the second ship in the service? And what is the explanation of the *Ocean* being 30 per cent. better in gunnery in China than she was in the Mediterranean? The answer is obvious to the man in the street. Is it so obvious to the Lords of the Admiralty?

For three years the Channel squadron evaded prize-firing: the Training squadron has always evaded it. Now that training with the guns goes, with the change of the method of the squadron, has exalted above drill in masts and yards, we may expect a change in this respect, and it will be something to the credit of the youngsters in these ships if they can teach their forebears how to shoot. It is sixteen years since the order was issued directing all ships to carry out prize-firing and to use the regulation target; yet not only is any excuse good enough for evasion but there had never been a prize-firing

target on the China station until 1900, and there is none on the Australia station now. Our correspondent indignantly asks, "What is the use of a training squadron if it is not to practice the highest test of efficiency, prize-firing? It is preposterous to speak of the efficiency of the fleet when the average prize-firing produced 31 per cent. of hits." Captain Scott's method of training is, properly a State secret; but recent experience on the China station shows that it can be easily adopted and that good shooting ought to be the rule and not the exception in the fleet. It is idle to say that commanders need not spend their private money on their ships. They know that their promotion depends on their inspection report, and the primary factor is the spotless cleanliness of the ship. Consequently a commander would be defeating his own interests if he devoted his gold-leaf money to extraneous prizes for good shooting. If, then, he is to get on in the service, and make his ship as useful as she is ornamental, he must pay for his paint and his gunnery prizes; and we know which factor will have the greatest weight. Lieut. Woolcombe is the only officer in the service who has ever been promoted as a special reward for good gunnery.

Our correspondent, with a touch of gentle cynicism, urges that if we are to have good gunnery it will be to late when a war comes, and that in the meantime the labour devoted to putting glass balls on the trucks and turning up awning stanchions should be allotted to gun drill, in which the officers can exercise their ingenuity and resourcefulness to far greater advantage. The China squadron has taught us that the 10-inch gun can make 48 hits per minute; the 9.2-inch gun, 1.1 hits; the 6.3-inch, 1 hit; and the 4.7-inch, 0.7 hits, whereas the *Mediator* in 1900 was 24, 21, and 1.6 respectively. We have thus a standard to work up to. It is not a remarkably high standard, but it is the best we have. If we seek to discover the causes of bad shooting we shall probably find that the admirals commanding squadrons are the worst offenders. How many admirals are there who make it a practice to go on shore when the prize firing takes place, because the drill is too dirty and noisy? And how many of them ignore their inspection reports? Yet in the event of war the same admiral will be responsible for the fighting of the ships where the charwoman is pre-occupied to the gunner.—*Naval and Military Record.*

TRADE MARKS IN CHINA.

The Manchester Chamber of Commerce, having written to the Foreign Office on the subject of the fraudulent use of registered British trade marks, desiring a copy of the instructions to the Commission of which Sir James Mackay is the head, in order that the Chamber might be able to know how far the Commissioners may be competent to deal with this further question, received the following reply:—

Foreign Office, October 29, 1901.

Sir,—I had before the Marquis of Lansdowne your letter to Sir J. Mackay, of the 23rd inst., in which you request that the Manchester Chamber of Commerce may be supplied with a copy of the instructions given to His Majesty's Special Commissioner in China, on the subject of the protection of registered British trade marks. I am directed by his lordship to state that Sir J. Mackay was informed that the securing of adequate protection for foreign trade marks and inventions was one of the matters with which it would be desirable to deal in the revised treaty, but that no detailed instructions were given to him on the subject. On this point, as on others connected with the negotiations with which he has been entrusted, he will, on his arrival in China, place himself in communication with the best qualified to give him information as to the views of the commercial communities of Hongkong and the principal Treaty Ports. I am to add that the Secretary of State would be glad to forward to Sir J. Mackay any expression of the views of the Manchester Chamber of Commerce on the above point which they may be desirous of placing on record.—I am, &c.,

FRANCIS BERTIE.

CHINA COTTON MILLS AND THE NEW TARIFF.

It is well known that many of the English houses are directly interested financially in the cotton-mills established in recent years. These enterprises have so far proved very disappointing to the shareholders. A combination of all the mills in China, those owned by natives as well as those owned by British and other foreign capitalists, has been suggested as a possible remedy for the situation; but such a combination of native and foreign mills does not seem practicable. And it is pointed out that, even if it could be effected, the combination would only be able to control the production, sales, and prices of the yarn, and not the price of raw cotton, so long as the supply of cotton grown in China is not equal to the demand for the China mills. The high price of material is, however, said to be the main if not the sole cause of the financial difficulties of these enterprises. Large over-draws, involving heavy interest charges, are incurred because a certain amount must be secured at the beginning of the season, in order to avoid the risk of the staple being exported to Japan or even to Europe and the mills in China itself being consequently left without supplies. Such advance purchases are, however, essentially speculative, and may turn out well or ill, according to the course of raw cotton prices in the world's raw cotton market. Generally, the effect has been to raise the price against the mills. If we may trust the statement that the average price for the last five years has been 15 per cent. as against only 11, the price mentioned in several of the prospectuses of the mills. If in order to meet the deficiency or high cost of the local material, Indian or American cotton is imported, a duty of 5 per cent. has to be paid. Moreover, cotton obtained from any country is subject to *lekhi* charges. It is therefore forerun by *lekhi* urged not only that foreign raw cotton and imported staples for the mills in China should be exempted from duty, but that an export duty of 10 per cent. should be levied on all Chinese-grown cotton exported to Japan or Europe. The proposal to impose a prohibitive duty on exports of China raw cotton is not exactly consistent with the suggestion that the export duties should be lightened in order to encourage native industries by removing burdens on the export trade, and if an exception is to be made in this instance for the benefit of the spinning companies in China, there would be no logical reason why a special and prohibitive import duty should not be imposed on cotton yarns with the same object. It is certain, however, that any proposals of special legislation in favour of the mills in China would meet with the strenuous opposition of India and Japan, even if it could be assumed that the interests of Lancashire would remain practically unaffected by such differentiation in the new tariff.—*Manchester Guardian.*

CAVE-HUNTING IN SOUTH AFRICA.

When in November, 1899 (what a long time ago it seems!) I was steaming through the Atlantic in a hired transport, writes "an officer at the front," there was a certain officer on board who was continually trying to damp our martial ardour by expressing his conviction that we should not be in time to see any fighting, as the war would be over before we reached Cape Town. In June, 1900, when we marched with Lord Methuen into Kroonstad after the occupation of Pretoria, the majority of the force, especially the Yeomanry, was convinced that we were going into the "line" solely for the purpose of getting into the train and going home.

Every time for the last six months that we have started out on a fresh march we have been assured "on the very best authority" that "this is to be our last trek."

A sceptic from the very first, I have resolutely refused to be taken in by these "camp lies," and for me the end of the war has always appeared an indefinite distance off. But of late the general aspect of affairs and the attitude of the enemy have undergone such a complete change that, at last, I have brought myself to believe that the end is at hand.

From large, well-organised commands under the leadership of men of recognized position in the State, the forces of the enemy have dwindled into small, unmanageable bodies led by a few desperate spirits. These small bodies in their turn have been divided and drifted away until hardly a single commandant has a commando worthy of the name, and the bulk of the remaining forces of the two States are living like rabbits and hiding in caves and holes in the ground, from which they are being pulled out at the rate of several hundreds a week by our numerous mobile columns.

The average ignorant Boer has an idea, of which his commandant is at pains not to deprive him, that if he should surrender he will be treated with the utmost fairness in the British camp until all his goods are confiscated, his wife and daughter shamefully abused, and he himself banished for life. Rather than risk this, he prefers the chance of remaining, in hiding until the Almighty or Mr. Kruger shall have brought the war to a happy conclusion in favour of the Dutch.

A few illustrations taken from the recent successful operations in the Magaliesberg Valley may serve to show to what shifts these shamelessly misguided men are put.

But first let me point out that nearly all the recent captures have been made from information supplied by burghers who, themselves having been taken prisoners and having found that they are kindly treated by us, have immediately volunteered to disclose the hiding-places of others of their fellows. Two men captured by us recently offered to show us where ten others were hiding. They led us to a place where the river ran between steep, rocky banks, resembling on a small scale an American cañon. At first sight the place appeared to be inaccessible to anything but a bird, a goat, or a rock-rabbit. But some of the men managed to scramble down, and, reaching an overhanging ledge, discovered a cave in the face of the rock. Hidden here, with little food and less ammunition, we found ten ragged men—a remnant of the army which two years ago boasted to drive the British into the sea. They were surprised and surrounded without resistance. During their removal two others began to snipe from quite close by, but not knowing the secret of their hiding-place we failed to find these latter, and, night coming on, we returned without them.

Next morning our prisoners told us that they could lead us to another place where ten more burghers were "lying doggo" with a lot of ammunition. We provided ourselves with lanterns and walked to a large loaf or deep cleft in the hills, quite close to where we had been camped a few nights before. The particular Klok, I might mention, had already been searched once by our men and drawn blank, and I make bold to say that it might have been searched twenty times unsuccessfully by men who were "not in the know." Half way down the rocky side of the kloof was a small, insignificant-looking hole, which could only be entered by a man on all fours. Crawling through this with lighted lanterns, a great cave was reached in which, upon blinking our eyes, two women and a little boy. Most of the men had rifles, but as in the previous case, were too much surprised at the discovery of their hiding-place to resist. The cave was full of bedding and furniture that they had rescued from their houses, but the musty smell of it all was dreadful. They had a fair supply of food with them, a stream of clear water ran through the kloof, and their cattle, about 50 in number, were hidden further up. Cooking was done in a different part of the kloof, and great pains had been taken to obliterate any "spoor" leading to the cave.

When the coast was clear these people would come down and live in the houses near by, tilling their land and sowing their crops until a scout reported the British were at hand. Then a *mevoo* would be made to the cave. A look-out at the top of the kloof would report the numbers of the enemy. If only a passing patrol, sniping would be the order of the day, and perhaps a prisoner would fall into their hands. If, on the other hand, a large force of men, a rifle and a bandolier, if it were the larger force, or an organised search party, all would retire to the cave and lie close.

In another cunningly contrived hiding-place we found their reserve of ammunition, about 15,000 rounds in all. These two instances, out of many scores of others, may serve to show to what a sorry plight the few remaining fighting Boers are now reduced.

LATEST STEAMER MOVEMENTS.

The "Ben" Lino steamer *Bengale*, from Antwerp and London, left Singapore on the 7th inst. for Hongkong.

The O.P.R. steamer *Athenian* arrived at Shanghai on the 7th inst. at 9:30 a.m., and left again at 6 p.m. same day for Nagasaki, where she was due to arrive yesterday, at 6 a.m.

The P. & O. steamer *Indrapura* sailed from Portland, Oregon, on the 6th inst., via Japan ports, for Hongkong.

The B. & A. steamer *Arris* left Manila yesterday for the east and is due here on the 12th inst. a.m.

The N.Y.K. steamer *Hitchi Maru* (European line) left Shimoda for this port on the 7th inst., and is expected here to-morrow.

The C. & O. steamer *Thyra* left for the 4th inst. and is due in Hongkong to-day.

The P. & O. steamer *Malacca* left Singapore for this port on the 8th inst., at 1 p.m.

AUCTION.

PUBLIC AUCTION.

NOTICE OF SALE OF A VALUABLE COLLECTION OF JEWELLERY AND PRECIOUS STONES.

THE UNDERSIGNED HAVE BEEN FAVOURED WITH INSTRUCTIONS TO SELL BY PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED,

SATURDAY.

THE 14th DECEMBER NEXT, AT 11 A.M., WITHIN THEIR SALES ROOMS, NO. 20, DES VEGUX ROAD.

A LARGE ASSORTMENT OF LADIES' & GENTLEMEN'S JEWELLERY,

COMPRISING:—

DIAMOND, OPAL AND CORAL NECKLACES, WATCHES, LADIES' LONG CHAINS, PENDANTS, BROOCHES, EAR RINGS, SLEEVE LINKS, RINGS SET WITH PRECIOUS STONES, SCARF PINS, &c., &c. Settings of English and Chinese Workmanship (the English settings being of Solid Gold, Hall marked 15 and 18 Carat).

ALSO A Large and Choice Selection of UNSET DIAMONDS of Perfect Cut, RUBIES, OPALS and other PRECIOUS STONES ranging from 3 to 49 Carats each, which will be sold by the Carat.

This Collection is not Locally Owned, but consists exclusively of Jewellery, &c., selected at home for the Philippine market, but owing to the excessive import duties recently imposed in Manila, the consignee has decided to stop the consignment and realise by Public Auction here, which will enable the Hongkong Community to obtain high-class selections at much under retail prices.

Catalogues will be ready on the 10th December next, and the several Articles will be on view in our Sales Rooms on the 12th and 13th.

TERMS:—As usual.

HUGHES & HOUGH, AUCTIONEERS.

Hongkong, 30th November, 1901.

RUSSIAN OVERTURES TO JAPAN.

The *Times* correspondent wrote on the 5th October from Tokyo:—

Of late several leading Japanese journals have earnestly discussed the overtures which, Russian newspapers have been making for an alliance with Japan. This crisis of an alliance began with a Russian journal published at Port Arthur, and was ultimately extended to the St. Petersburg Press. Very plain speaking was employed. It was pointed out that the Japanese that they could not hope for ultimate success in a struggle with Russia, and that one inevitable result of such a catastrophe would be to check the material development of their country and to cripple its finances. On the other hand, an understanding with Russia would ensure a long era of tranquillity in the Far East, and would enable Japan to realise her legitimate ambitions. The proposed basis of arrangement was that the Tokio Government should refrain from all measures, direct or indirect, to impede Russia in Manchuria, the St. Petersburg Government, on its side, pledging itself to leave Japan a free hand in Korea. This latter concession carried a corollary, however—namely, that as a *quid pro quo* the Korean peninsula was absolutely essential to the Russian policy in Vladivostok and Port Arthur, Russia should be allowed to appropriate a convenient naval station on the southern coast of Korea, say, Masampo. Such is the programme which Japanese journals have been discussing, and it is a significant fact that not one of them has a word of approval. They start from the obvious premise that Japan has no competence to determine Manchuria's fate without reference to the other Powers interested, especially to the owner of Manchuria, and that Russia is similarly lacking in authority to give Japan a mandate in Korea. In the existing state of international morality, they say, it would be more satisfactory to denounce the idea of a secret agreement between two States for the alienation of territory belonging to a country with which both are on friendly terms. The practical objection is sufficient—namely, that Russia and Japan do not divide between them the supremacy of the Far East, and that they cannot dispose of its various parts according to their own convenience alone, but will be bound by the permanent absorption of Manchuria by Russia. But they are not equally clear about the intention in the case of Korea. It is meant, they ask, merely that Japan's hands should be free to push her commercial and industrial interests in the peninsula without fear of Russian interference? If that is what the overtures point to, they possess no intrinsic value, for Japan is already guaranteed by convention against obstruction on Russia's part, and she is entirely content with the manner in which the convention is operating, since there is steady and rapid development of her material relations with Korea; and, at the same time, no umbrage is given to other Powers. Thus construed, the offer of a free hand becomes an empty blandishment, and it assumes almost a farcical character when a rival is appended that Russia should have a naval base on the southern coast of the peninsula. A good naval base on the southern coast of Korea is interpreted by Japan as Russia's ambition to intercept her highway from Liaotung to Vladivostok would be secured, and she would occupy a dominant position in Japanese waters. But that is precisely the result which Japan desires to avert. She cannot consent to have a Russian naval station planted within sight of her western shores. It amounts to this, then—that Russia graciously offers to concede Japan something which Japan possesses already and is enjoying to her own profit and satisfaction, whereas Japan is to concede to Russia something which she has laboured strenuously to prevent her from acquiring, and is also to assist her in a transaction of wholesale spoliation which would justly earn for the Tokio Government the execration of its best friends. If, however, the so-called "free hand" in Korea signifies that Japan is to annex the peninsula as Russia would annex Manchuria, the answer is that Japan has no right to do so, and that she is to remain Korean, but at the same time she wants the world to recognize that her own interests in the peninsula empire are too vital to allow her to remain an inactive spectator of its absorption by any other Power. She thinks that the magnitude of her interests is already unequivocal, but she is sure that time alone is needed to place the matter out of doubt, and she is satisfied to trust to time without having recourse to any impatient or heroic measures.

The unanimity of these utterances is notable, for it cannot be denied that two years ago there existed in Japan a party favourable to an understanding with Russia. Its leaders never stated the terms on which such an understanding might be based, but they certainly considered

that to divert Russia's irresistibly aggressive impulse would be a much more prudent plan than to thwart it. Such thinkers may exist still, but their voices have become quite inaudible. Whether, after Port Arthur, Manchuria, and some other incidents of the recent imbroglio their trust in the possibility of a working arrangement with Russia has been shaken, or whether the events of the past twelve months have inspired them with greater confidence in their country's ability to stand alone, the fact is that they no longer make themselves felt in the sphere of politics.



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ST. ESTEPHANE	8.00	9.00	12.00
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ST. LEON, TONNE	18.00	18.00

H. PRICE & CO.

12, QUEEN'S ROAD.
Hongkong, 16th November, 1901. [616]

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Hongkong, 6th December, 1901. [2884]

JUST ARRIVED.

FEATHER PILLOWS, ELECTRO-PLATED WARE, &c., &c. ALING & CO. Furniture Dealers, 65, Queen's Road Central, Hongkong, 25th December, 1901. [3102]

QUAN WAH & CO.,

DEALERS IN ITALIAN MARBLE AND GRANITE MONUMENTS. DESIGNS & PRICES ON APPLICATION. At No. 1, Queen's Road East, Hongkong, Hongkong, 17th October, 1899. [284]

A ON & CO., PHOTOGRAPHERS AND PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements. 9A, TOP FLOOR, QUEEN'S ROAD CENTRAL. Opposite to Chas. J. Gump & Co. Hongkong, 20th March, 1901.

NEW ADVERTISEMENTS

ST. JOHN'S CATHEDRAL.

THE FIRST FESTIVAL SERVICE of the HONGKONG DIOCESAN CHORAL ASSOCIATION will be held in the above Cathedral, on

TUESDAY, 17th DECEMBER, at 5 P.M.

Orders of Service:—
Overture: "Statut Mater" Rossini.
Processional Hymn: "Onward Christian Soldiers" Sullivan.
CANTATA: "THE HOLY CITY" A. R. CAUL.
Voluntary: "Statut Mater" Rossini.

By kind permission of Colonel the Hon. R. H. Burtin and Officers of the Royal Welsh Fusiliers the Band of the Regiment will Assist.

SOLOISTS:—
Soprano: Mrs. ANDERSON; Contralto: Mrs. DEALY.
Tenor: Mr. G. P. LAMBERT; Basses: Messrs. C. H. P. HAY and W. J. TERHILL.
Organist: Mr. G. GRIMBLE.
Conductors: Mr. J. H. MOIR, R.W.F., and Mr. A. G. WARD.

Seetholders are requested to be in their Seats before 4.55 P.M., as all Seats unoccupied will be considered free after that time. It is hoped that those who attend will contribute liberally to the collection, especially remembering that the Order of Service and Words of "The Holy City" will be distributed free.

ALFRED CUNNINGHAM, Hon. Secretary, S. J. C. Choir.
Hongkong, 10th December, 1901. [3143]

FOR SALE.

LAND, with GODOWNS ERECTED thereon, in Hongkong.
For particulars, apply to—
K. Care of Daily Press Office.
Hongkong, 10th December, 1901. [3142]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED,

the 12th DECEMBER, at 2.30 P.M., at their SALES ROOMS, 20, DES VOUX ROAD, A Consignment of FRENCH TOYS (Suitable for Xmas and New Year's Presents).
TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.
Hongkong, 10th December, 1901. [3145]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, on

THURSDAY, the 12th DECEMBER, 1901, at 2.30 P.M., at his SALES ROOMS, Queen's Road, TWOED, SERGE and FLANNEL in Suit Length and COATING, LADIES' DRESS MATERIALS, SILK SATIN, &c.
JACKETS, CAPS, and LONG COATS, BLANKETS, &c., &c.
TERMS OF SALE:—As Customary.

V. I. REMEDIOS, Auctioneer.
Hongkong, 10th December, 1901. [3144]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship.

"HAITAN." Captain Rensch, will be despatched for the above ports on THURSDAY, the 12th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LA PRAT & CO., General Managers.
Hongkong, 10th December, 1901. [3140]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"JAVA," FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, 9th inst.

Goods not cleared by the 15th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent.
Hongkong, 9th December, 1901. [3141]

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, on

FRIDAY, 13th DECEMBER, at 3 P.M.,

SATURDAY, the 14th DECEMBER, 1901, at 2.30 P.M., at his SALES ROOMS, Duddell Street, A FINE COLLECTION OF RARE CHINESE, STRAITS SETTLEMENT and BORNEO STAMPS.

OVER 7,000 STAMPS. (Particulars can be seen in Catalogue).
On View from Tuesday, the 10th inst.

TERMS:—Cash on delivery.
GEO. LAMBERT, Auctioneer.
Hongkong, 8th December, 1901. [3104]

REQUIRED by a London Firm of East India and China Merchants a capable and energetic Agent.

Write full particulars and references to—
N. P. Care of Street's Agency, 30, Cornhill, London, England. [3134]

NEW ADVERTISEMENTS

LOST.

LOST ON SUNDAY NIGHT near Peak Tramway, BLACK FEATHER BOAT. Finder kindly return to Peak Hospital, Reward. Hongkong, 10th December, 1901. [3146]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG," Captain Tudd, will be despatched as above on FRIDAY, the 13th inst., at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.
Hongkong, 9th December, 1901. [3139]

PUBLIC COMPANIES

HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS in the above Company will be held in the HOTEL TO-MORROW (WEDNESDAY), the 11th DECEMBER, 1901, at Noon, to consider a proposal of the Board of Directors for the profitable utilisation of the Ground on the Reclamation in front of the Hotel and, if approved, to pass the following Resolution:—

"That this Meeting approves the proposal for utilising the Company's Reclamation land (Remaining Portion of Marine Lot No. 7) by the erection of a building thereon."

C. MOONEY, Secretary.
Hongkong, 30th November, 1901. [3135]

THE DAIRY FARM COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the COMPANY'S OFFICE, No. 2, Albert Road, Victoria, in the Colony of Hongkong, on SATURDAY, the 14th day of December, 1901, at Noon, for the purpose of considering, and if thought fit, passing the following Resolution, viz:—

RESOLUTION.
That the figures in Article No. 10, Clause 15 of the Articles of Association of the Company be altered to read \$5,500 (Fifteen hundred Dollars).

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation, as a Special Resolution, to a Second Extraordinary General Meeting, which will be subsequently convened.

By Order of the Board of Directors.
R. P. MOFFITT, Secretary.
Hongkong, 27th November, 1901. [3034]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 3758 for Fifty Shares, numbered 63,751 to 63,800 inclusive, standing in the Register in the name of HUGH CAMERON GIBSON, of Shanghai, having been LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Offices of the Company, 38 and 40, Queen's Road Central, Victoria, Hongkong, on or before the 15th day of December, 1901, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 16th November, 1901. [2920]

To THE COMMISSIONER OF CUSTOMS, CANTON.

Sir, I have the honour to report that in accordance with your instructions I have this day visited the s.s. *Fushun* in order to inspect any Cargo which might have remained on Board after the fire; and that I found that all the cargo, which were on board at the time of fire, has been destroyed and is valueless.

I have the honour to remain, Sir, Your Obedient Servant.
(Signed) A. E. PFANKUCHEN, Examiner.
Custom House, Canton, 27th November, 1901.

Approved—
(Signed) F. A. MORGAN, Commissioner. [3136]

NOTICE.

THE undersigned carry in Stock an extensive line of CIGARS and CIGARETTES from the "GERMINAL" FACTORY of Manila, for which they are Sole Agents in Hongkong. Prices moderate. Stock of specially selected quality. A trial solicited. Special Terms to Exporters.

T. M. STEVENS & CO., Bazaarfield Arcade.
Hongkong, 2nd August, 1901. [1913]

FOR SALE.

THE well-known RACING YACHT "DART," newly Overhauled and in First-class Condition.

Complete with 2 Sets of SAILS, MOORINGS, DINGY, &c., &c. Very suitable for Touring purposes.

May be inspected at AH KIN'S SLIPWAY, Wanchai.

Apply to—
F. G. Care of Daily Press Office.
Hongkong, 29th November, 1901. [3049]

FOR SALE.

THE Steam-launch "TUNG FAT," Built under Foreign Superintendence. Thoroughly Overhauled by Messrs. W. S. Bailey & Co., Engineers, and Certified to be in First-class Order and Condition. The Launch is fitted in European Style, suitable for towing purposes and for harbour use.

Length 68 feet, Beam 11 feet 6 inches, Depth 6 feet 3 inches in centre.

For further particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 15th October, 1901. [2819]

SIDING

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation Free.
Hongkong, 28th September, 1901. [2905]

AUCTIONS

PUBLIC AUCTION.

THE undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-MORROW (WEDNESDAY), the 11th DECEMBER, at 11 A.M., at the R.E. Yard opposite the Naval Yard.

A Quantity of GAS GLOBES, BRACKETS, JASALERS, HANGING LAMP, OLD BRASS, ZINC, CORUGATED WROUGHT and CAST IRON, WOODEN PACKING CASES, &c., &c.

TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers.
Hongkong, 6th December, 1901. [3112]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions to sell by Public Auction, in FOUR LOTS, the VALUABLE LEASEHOLD PROPERTIES known as

Nos. 1 and 3, Lower Castle Road, No. 31, Wellington Street, and 322, Queen's Road Central.

on MONDAY, the 16th day of DECEMBER, 1901, at 3 o'clock in the afternoon, at his AUCTION ROOMS, Duddell Street.

For Particulars and Conditions of Sale, apply to—
WILKINSON & GRIST, Solicitors,
70, Queen's Road Central.
Hongkong, 6th December, 1901. [3111]

BAZAAR

IN AID OF THE POOR CHINESE ORPHANS OF THE ASILE DE LA SAINTE ENFANCE.

(Under the distinguished Patronage of His Excellency SIR H. A. BLAKE, G.C.M.G.)

The French Sisters have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, TO-DAY (TUESDAY), the 10th instant, at 2 o'clock in the afternoon.

They request the presence of the Community in order to inspect the different Needle and Fancy Works made by their Poor Orphans.
Hongkong, 4th December, 1901. [3097]

C. LAZARUS & CO.

60 & 61, BENTINCK STREET, CALCUTTA.

Telegraphic Address: A.B.C. Code, 4th Edition used.

THE STANDARD INDIAN BILLIARD TABLE.

Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.

PRICE, complete, with accessories for Billiard. Rs. 1,450, packed.

SPECIAL ADVANTAGE—We take all RISKS against Breakage.

Send for our latest PRICE LIST To Hongkong Daily Press Office. [3132-2]

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA AND JAPAN FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES, HANDSOMELY BOUND IN BLUE CLOTH AND LETTERED, &c.

On Sale at Messrs. KELLY & WAUGH, Ltd., Hongkong, Shanghai and Yokohama.

Messrs. W. BREWER & Co., Hongkong and Shanghai.

Messrs. A. S. WATSON & Co., Amoy; Messrs. A. S. WATSON & Co., Fochow.

The "Daily Press" Office, Hongkong, and at the London Office, 151, Fleet Street.

Hongkong, 23rd November, 1901. [3010]

H. F. CARMICHAEL

CONSULTING ENGINEER, SURVEYOR AND CONTRACTOR, QUEEN'S BUILDINGS.

TELEGRAMS: "CARMICHAEL," HONGKONG A.B.C. Code, 4th Edition. A 1 Code.

Lieber's Standard Code.

TELEPHONE, 332.
Hongkong, 21st June, 1901. [1554]

C. E. WARREN, BUILDING CONTRACTOR, No. 3A, WYNDHAM STREET.

SANITARY APPLIANCES SUPPLIED and FIXED. Specially Designed TRAPS for Bathrooms and Verandahs in Stock. Agent for MOSAIC TILES. Prices on Application. [2488]

PORTLAND CEMENT

J. B. WHITE & SONS

Sole Agents for China, HOLLIDAY WISE & CO.

Hongkong, 16th September, 1901. [234]

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.

INCORPORATED 1851. CAPITAL.....\$2,410,000.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Wm. MEYERINK & CO., Agents.
Hongkong, 18th May, 1900. [185]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPEL.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.
Hongkong, 21st April, 1897. [14]

SUN INSURANCE OFFICE, LONDON

FOUNDED 1710. The Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th May, 1892. [30]

"L'URBAINE" FIRE INSURANCE COMPANY, LD. (Established 1838).

THE undersigned, having been appointed GENERAL AGENTS for the above Company, are prepared to ACCEPT RISKS at current rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [429]

PHENIX FIRE OFFICE

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LA PRAT & CO., Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [182]

SALAMANDER FIRE INSURANCE COMPANY.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [133]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1900, £14,732,681.

I. AUTHORIZED CAPITAL.....£3,000,000 0 0
SUBSCRIBED CAPITAL.....2,750,000 0 0
PAID-UP CAPITAL.....687,500 0 0
II. FIRE FUNDS.....2,833,716 14 4

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.
Hongkong, 3rd July, 1901. [1641]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above Company are PREPARED to ACCEPT First Class Foreign and Chinese Risks at Current Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [31]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Agents.
Hongkong, 16th November, 1872. [29]

R. J. REMEDIOS, DEALER

No. 4, WEST TERRACE, HONGKONG. Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash. AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [2062]

TSANG FOO & CO.

SAM WING HING

COAL MERCHANTS.

No. 48, DES VOUX ROAD CENTRAL. Telephone No. 329.
Hongkong, 23rd September, 1901. [2411]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BUILDING

LONG TAIL

RELIANCE CROWN

TAIRFOLD

ALBENOLD, KARBURG & CO., Sole Agents.
[3140]

COLD STORAGE

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of Cold Storage available at EAST 101ST. Stores will be open at 10 A.M. and 4 P.M. daily, Sundays excepted, to receive and deliver perishable goods.

BANKS

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000
PAID-UP CAPITAL.....\$324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq., C. Ewens, Esq., CHOW TUNG SHANG, Esq., J. T. LAUTS, Esq., Chief Manager,
3RD, W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%.

Hongkong, 23rd March 1899. [24]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
Hongkong, 10th October, 1900. [23]

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND.....\$10,000,000
STERLING RESERVE.....\$10,000,000
SILVER RESERVE.....\$750,000
RESERVE LIABILITY OF PROPRIETORS.....\$10,000,000

BOARD OF DIRECTORS.
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL ILYING, Deputy Chairman.
A. Haupt, Esq., H. Schubert, Esq., D. Meyer Moser, Esq., N. A. Stiles, Esq., A. J. Raymond, Esq., H. W. Slade, Esq., R. L. Richardson, Esq., H. E. Tomkins, Esq., Paul Witkowski, Esq.

CHIEF MANAGER: Hongkong—SIR THOMAS JACKSON.

MANAGER: Shanghai—M. M. BEVIS, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per annum on the daily balance.

ON FIXED DEPOSITS.
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 per cent. per annum.

T. JACKSON, Chief Manager.
Hongkong, 17th August, 1901. [22]

HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

TO LET

TO BE LET.
Immediate Possession.

No. 10, ROBINSON ROAD.

No. 6, MOSQUE JUNCTION.

Apply to—
H. L. NORONHA,
Executor of the Estate of the late
D. NORONHA.
Hongkong, 14th October, 1901. [2605]

TO LET

HOUSES (now ready for occupation) in a first-class business locality. DES VUE ROAD CENTRAL, next to A. Tuck's Furniture Store.
Ground Floors suitable for Shops. Upper Floors have plastered ceilings and walls, and are very suitable for Offices.
Apply to—
J. S. LEE & CO.,
Care of WING CHEONG TAI,
240, Des Vaux Road West.
Hongkong, 10th December, 1901. [3141]

TO LET

EUROPEAN HOUSES, Nos. 4, 5a, 6, 7, and 8, WILD DELL, WANCHAI ROAD.
Apply to—
SANG KEE,
288, Des Vaux Road Central.
Hongkong, 29th October, 1901. [2753]

TO LET

1ST, 2ND and 3RD FLOORS of No. 35, QUEEN'S ROAD CENTRAL, next to Messrs. LANE, CRAWFORD & CO., now nearing Completion. Suitable for Offices.
Apply to—
WING CHEONG,
Nos. 1 & 3, D'Aguiar Street.
Hongkong, 8th October, 1901. [2562]

TO RENT—ON THE PEAK

NICELY FURNISHED ROOM with Bath and Board, in Private Family, Close to Tram Station. Spacious View, and Very Healthy. First-class Table.
Address—
Care of Daily Press Office.
Hongkong, 11th October, 1901. [2588]

TO LET

"BELLEVUE," PEAK ROAD, from 1st January.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 4th December, 1901. [3078]

TO LET

FIVE ROOMED BUNGALOW "RHEDA," BOGHAM ROAD. Beginning 1st January, 1902.
Apply to—
LIAO TZE SAN,
China Merchants S. N. Co.,
38, Des Vaux Road.
Hongkong, 2nd December, 1901. [3064]

TO LET

THREE LARGE UNFURNISHED ROOMS, with separate Bath, use of Cookhouse, &c. \$80.00.
Apply to—
JOHN DOE,
Care of Daily Press Office.
Hongkong, 2nd December, 1901. [3066]

TO BE LET

GOOD OFFICES fronting Queen's Road Central in Marine House.
A ROOM or OFFICE, 2nd Floor, Beaconsfield Arcade.
For Particulars, apply to—
TURNER & CO.
Hongkong, 14th November, 1901. [2900]

TO LET

THE "GODOWN" in WEST POINT (Keanoy Town) known as Feather Factory, now occupied by the Hongkong and Kowloon Wharf and Godown Co., Ltd.
For particulars, apply to—
LAUTS, WEGENER & CO.
Hongkong, 9th July, 1901. [1730]

TO LET

No. 1, STEWART TERRACE, the PEAK.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 17th July, 1901. [1729]

TO LET

HOUSES in CLIFTON GARDENS, Conduit Road.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIFON TERRACE.
"THE RETREAT," MOUNT KELLY.
GODOWNS at BLUE BUILDINGS.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th November, 1901. [3228]

TO LET

No. 6, SEYMOUR TERRACE.
Apply to—
No. 3, SEYMOUR TERRACE.
Hongkong, 3rd December, 1901. [3377]

TO LET

"PERRINSIDE," No. 37, ROBINSON ROAD.
Apply to—
S. A. RAMJAIN,
Care of Thomson's Grill Room.
Hongkong, 1st August, 1901. [1137]

TO LET

GODOWN, No. 5a, DUDELL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD.
Hongkong, 29th November, 1901. [1682]

TO LET

A SPACIOUS GODOWN, well built of Brick and Stone, at WANCHAI, MATHEWSON STREET.
Apply to—
CARLOWITZ & CO.,
Sales Office.
Hongkong, 10th September, 1901. [2302]

HONGKONG BUSINESS DIRECTORY

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor; 30, D'Aguiar Street. Local and Coast Port Buildings, Timber, Brick and Granite.
Mechanics engaged. Estimates given.

CHEMISTS DRUGGISTS, &c.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aerated Waters, Dealers in Photographic Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1850.
Every Household Requisite. Depot for Pastman's Kodak Films and Accessories; 17a, Queen's Road Central.

JEWELLERS

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 49 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Iloilo.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in Hongkong. Established 1850. Views, Enlargements, Ivory Miniatures, Oil Paintings, &c.; 100 House Street.MEE CHEUNG.
100 House Street, Top Floor. Permanent Enlargements, Groups, Views, etc.; Development Works, Amateurs' Requisites.M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8a, Queen's Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchangers, Sailmakers, Provision and Coal Merchants, Praya Central, next Hongkong Hotel.BISMARCK & CO.
Navy Contractors, Ship Chaulders, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour.KWONG SANG & CO.
Shipchangers, Sailmakers, Hardware Engineers, Tools, Brass and Iron Merchants, 144, Des Vaux Road.MORE & SEIMUND.
43 and 45, Des Vaux Road. Shipchangers, Sailmakers, Riggers, Commission Agents and General Storekeepers; Sole Agents for Shipowners' Commission ("Greyhound Brand") and Blundell Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS PILINOS,"
Importer of the Best Manila Cigars; 25 Pottinger Street.

WATCHMAKERS

DROZ & CO.
17, Queen's Road Central. Repairs of Watches and Clocks by competent European experts, at moderate rates.

WANTED ASSISTANT

REQUIRED for an Hotel a PORTUGUESE as ASSISTANT to KEEP BOOKS. Salary \$50 and Free Board.
Apply by letter to—
"HOTEL,"
Care of Daily Press Office.
Hongkong, 7th December, 1901. [3124]

H. M. S. "TALBOT."

WANTED a WARD-ROOM MESSENGER. Applicants to attend on Board on arrival of Talbot about 10th December. Hongkong, 4th December, 1901. [3065]

AN ENGLISHMAN (28) with Home and Eastern experience in General Merchants and Shipping Office routine, is open for engagement in the Colony.
Address—
H. P. G.,
Care of Daily Press Office.
Hongkong, 29th November, 1901. [3062]

司公濟鴻角旺

HUNG CHAI & CO., WONGKOK, YAU MAI.

MANUFACTURERS of MOSAIC BRICKS of all Colours and Designs. Hongkong, 28th November, 1901. [3307]

FURNITURE STORE

Established over 20 Years.
IMPORTERS and EXPORTERS, Blackwood, Jewellery, Carvings, Electro-Plata, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.
8, QUEEN'S ROAD CENTRAL, Right opposite Robinson Piano Co.
Hongkong, 20th November, 1901. [2952]

BOARD AND RESIDENCE

MRS. GILLANDERS
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 30th September, 1900. [2403]

BOARD AND RESIDENCE

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1899.

OUR PARIS LETTER.

Paris, 9th November.

In the contest between France and Turkey neither have yet shown their hand, so there is no serious material for employing the microscope. Turkey has no plethoric military chest, but that would not prevent her from making war—on any country. A nation can secure monetary aid for war when help to buy food would be impossible to obtain. She has plenty of soldiers, and well armed, with inferior officers, and all die hard. Paradise is at the muzzle of their rifles. She has no navy, so no battleships to be taken. But the Sultan can issue *lettres de marque* to all adventurers, and so compel French commerce to disappear. Then, when French soldiers would land on the mainland, would come the tug of war. It was Romania that saved Russia in her last attack on Turkey; since then the world has much changed.France can open up the Near Eastern Question, but can she close it, can she shape the incidents of its march? Alone, that task is beyond her strength and power. What country will take a side with her? Russia may, though not bound to do so by any duty, treaty. If Russia puts her finger in the pie, all Europe will brace up for the struggle. Events then will themselves map the route to be taken, France and Turkey are alike slim and crafty; the Sultan appears not to be scared a bit; he knows he cannot be left alone in a general *melee*. France is taking her preliminary steps cautiously, save that she is piling up all her old grievances for redress, so as to start with a clean slate. But neither France nor Russia would be permitted permanently to establish themselves in any snug corner of the Levant, to command the highway to the English dominions beyond the seas. England will put up with no tricks; she keeps some milk teeth for many Continental peoples, and time will provide her with an opportune settling day. Germany will likely give the first signal of alarm and uneasiness. England is quite ready, and "Lord Charles" is within a policeman's whistle range.

The death of Li Hung-chang caused little surprise here; he was regarded as the Chinese Bismarck. He did not come in contact with the French at Tonkin, &c. He was more viewed as a special curiosity than anything else. When in Paris there was a great rush to interview him, by "lady correspondents" especially. He interviewed them always; he first asked them their age, if they were married, why they were not at home minding their children; if single, the reason why they were so, and why they were not fruitful boughs. Shocking, but he drove them away!

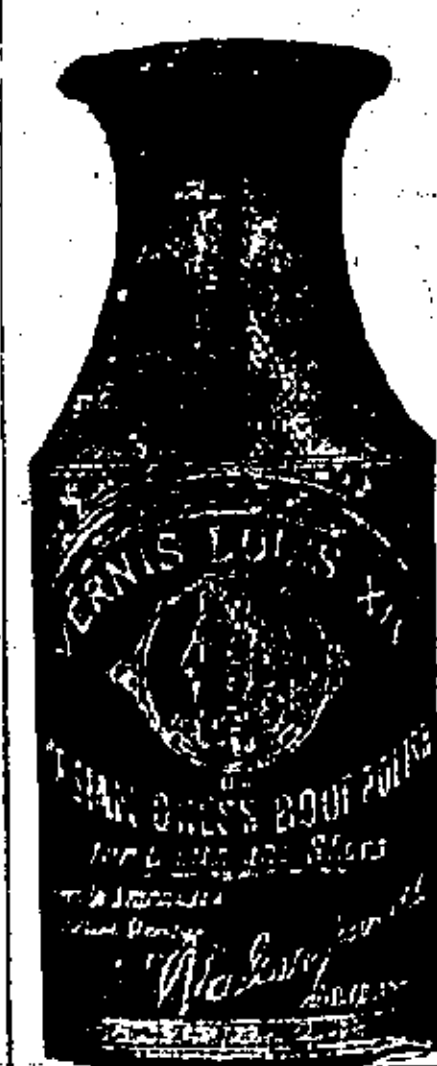
M. Santos-Dumont is very glad to have gained the prize of 100,000 francs. The anti-foreign *clique* organised against him was led by the motor-car maker, Comte de Dion, in order to give time to some French balloonists to try and beat M. Dumont—the brothers Renard for example, who for 20 years have been trying, with all the aid demanded from the Government, but failed so far. By 15 votes against 9, M. Santos-Dumont was awarded the prize—a gallant and gracious vote. He endorsed the cheque, and wrote off three of his own—one for 2,000, for the poor of Paris; one for 61,200 to be divided between his workmen, and the third for 48,000, for his secretary, who lost his appointment at the Aero Club, accused of being too friendly with M. Dumont. He pinned all the cheques, and handed them to his banker, then thanked the thirteen members of the Club who voted for him, and resigned membership of that body.During a recent visit on the occasion of the *Fête des Morts*, it was quite clear that the festival is losing the little religious character that it had, and has become a quiet, solemn, and silent walk, less meditations, among tombs. Visitors are becoming yearly more and more eclectic. Only the resting places of the very illustrious dead are noticed. At Montparnasse Cemetery, the tombs of George Sand, Madame Bouscault, Guy de Maupassant, and Leconte de Lisle, and the victims of the Bazar de la Charité fire, were in evidence. At the Picpus cemetery, only three names are remembered, Lafayette chiefly; then the Montmorency and Noailles families. And yet, upwards of 1,150 of the victims of the Reign of Terror, who were guillotined, were placed in the common pit, when decapitated. At Montmartre, the tombs of Alexandre Dumas de Stouhal, Renan, Baudin, Horace Vernet, Alphonse de Neuville, Barizot, Offenbach, the Dame aux Camélias, Henri Murger, and Henri Heine, showed that their memories live green in the souls of their countrymen. Beaumarchais and Balzac in the Père Lachaise cemetery were better remembered than Thiers or Faure; the same remark applies to innocent Lestranges, in the tragedy of the Courrier de Lyons, Louis Blanc, Delacroix, Ingres, and the victims of the Opera Comique fire. At the Passy Cemetery two tombs should be visited—that of Marie Bashkirtseff, and Madame Carot. Underneath the little tomb-stone, is a coffin enclosing the clothes worn by President Carnot on the day of his assassination. A charming monument has been erected to the beautiful actress Jeanne Henriot, who was burned to death during the conflagration of the Comédie Française, two years ago. Allan Kardec, of the "Spiritists" sect, has on the summit of a hill at Père Lachaise a dolmen made of 150 tons of granite. Sarah Bernhardt has her tomb marked "S.B." ready for her at Père Lachaise; so has Madame Calvé. On the latter's tomb is sculptured *Ophelia*—her favourite character, the body lying dead, among rushes where it was drowned.

The Government will likely succeed with its new bill to amend the Old Minors' Pension Law of 1898, which was unworkable. The scheme will exact five millions of francs additional yearly. With that backbone, pensions of 300 francs can be accorded immediately, and so tend to wipe out much dissatisfaction. Applicants for the pension must be 55 years

of age, and have been working miners during 30 years. But the miners' tax will be increased by a quarter, or one-half, of one per cent. The State can must not be milked dry.
The friends of Jules Verne will be right glad to hear that, after all said, he is not blind; his sight could not be keener, and he has declined to accept the treatment of 38 oculists who promise to restore his sight. Still, he must not forget that he would do well to have his eyes seen to in time. The origin of the false report, is due to M. Jules Verne wearing a pair of spectacles when out driving. He thanks also many "old boys" whom his books rendered happy for their offers to help his declining years. His eyesight has been so excellent that he, as a member of the Municipal Finance Committee, helped to audit the annual accounts.

The International Congress of Weights and Measures, based on the metric and decimal system, has concluded its work. President Loubet complimented the Congress on the fresh impulse its proceedings imparted to "civilisation and humanity." That is high praise, Russia, the United States, and the British Empire—some of the wise parts excepted—have not adopted the metric system, which is very convenient when known. It has been in use in France for 60 years, but is not altogether fully adopted. It is difficult to eradicate an old idea, and to transplant a new one in its place. But in time the reform will be slowly accomplished. Having spent our youth over "sums," it is rather hard to demand as in ripe years to study new grammars, literatures, and their scales of ascent and descent. The Chambers of Commerce do good work in preaching up the metric system. Why do the French object to adopt the First Meridian of Greenwich, when all the maritime nations do so? They have never answered that point yet. It could well be tackled on as a rider to her reform of Weights and Measures; for its adoption too would benefit "humanity and civilisation" despite its being English.

The chiffonniers or rag-pickers of Paris, 100,000 strong, are to be cleared away, and their huts burnt. The municipality will provide them with other dwellings elsewhere.



If you want your Boots well polished, tall your Valet, or the Maid to ask for WALTON'S BOOT CREAMS and VARNISHES.

WALTONIAN CREAM WHITE & BLACK. JANIE MOSCOVITE TAN—3 SHADES. PARISIAN DRESS BOOT POLISH.

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(PARIS).

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Hongkong, 8th November, 1901. [2854]

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CODE WORD: "DOCK" NAGASAKI. A.I., A.B.C., Scott's and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI).
Extreme Length 523 feet.
Length on Blocks 513 "
Width of Entrance on Top 89 "
Width of Entrance on Bottom 77 "
Water on Blocks at Spring Tides 20 "DOCK No. 2 (at MUKAJIMA).
Extreme Length 371 feet.
Length on Blocks 350 "
Width of Entrance on Top 66 "
Width of Entrance on Bottom 53 "
Water on Blocks at Spring Tides 22 "PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING OF SHIPS.

THE COMPANY has a POWERFUL SALVAGE PLANT READY AT SHORT NOTICE.

[16]

CHRISTMAS

PHOTOGRAPHIC VIEWS of HONGKONG, CANTON, MACAO and PEKING Mounted as CHRISTMAS and NEW YEAR CARDS, with CHINESE GREETINGS Stamped in real Gold in Chinese Characters with English Translations.

MOTTOES:

A Merry Christmas and a Happy New Year
Plenty chances, large gain;
Dollar come alla samo rain
Wishing you Happiness and Longevity
Success Crowns your Undertakings
My chin chin in Hongkong
Makee you happy and strong
Everything as you wish禧新賀恭
財發喜恭
長久壽福
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MESSRS. W. BREWER & CO. MESSRS. ACHEE & CO.
AND OTHER STORES. [2713]

RUPTURE RELIEVED AND OFTEN CURED BY THE USE OF OUR PATENT TRUSS INVENTION.

The Lancet, October 3rd, 1885, says: "It is comfortable, adapts itself readily to the movement of the body, and is very effective."
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ALL OUR BRANCHES HAVE THE PERSONAL SUPERVISION OF THE MANAGERS OF OUR DIFFERENT DEPARTMENTS.

ELECTRIC LIGHT. ELECTRIC BELLS. ELECTRIC HEATING.

NESBIT & CO., WOODFORD GREEN, ESSEX. [2751]

SWEET CAPORAL Cigarettes
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A GENTLEMAN'S SMOKE

Supplied in Three Grades. Mild Medium & Strong.

PACKED IN AIR TIGHT VACUUM TINS

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VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked A, nearest Hongkong B, midway between Hongkong and Kowloon C, and those vessels berthed at the Kowloon Wharf & Co., together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BIRTH	CAPTAIN	FOR FREIGHT, APPLY TO	TO BE DESPATCHED
LONDON	ACHILLES	Brit. str.	2 m.	D. C. Grogan, R.N.R.	BUTTERFIELD & SWIRE	On 12th inst.
LONDON	BONNEY	Brit. str.	2 m.	Forbes Selby	P. & O. S. N. Co.	On 14th inst., at Noon.
LONDON VIA SUEZ CANAL	OLIMPO	Brit. str.	2 m.	C. L. Daniel	McGregor, Bagg & Gow	On 24th inst.
LONDON & C. VIA PORTS OF CALL	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co.	On 21st inst., at Noon
LONDON	GLAUCUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 24th inst.
LONDON	JERUSALEM	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 7th January
LONDON	PELUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 21st January
LIVERPOOL DIRECT	IXION	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
LIVERPOOL DIRECT	PATROCLOS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th January
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & C.	HITACHI MARU	Jap. str.	2 m.	C. H. Butler	NIPPON YUSEN KAISHA	On 13th inst., at Daylight
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & C.	VILLE DE LA CROIX	Frech. str.	2 m.	F. B. Macmillan	MESSAGERIES MARITIMES	On 16th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. S'PORE, & C.	YAKASA MARU	Jap. str.	2 m.	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight
BREMEN, VIA PORTS OF CALL	STUTTGART	Ger. str.	2 m.	E. Grosch	BUTCHERS & CO.	On 27th inst., at Noon
HAVRE, BREMEN & HAMBURG	SUEVIA	Ger. str.	2 m.	Horch	HAMBURG-AMERIKA LINIE	On 12th inst.
HAVRE, BREMEN & HAMBURG	SERBIA	Ger. str.	2 m.	Brohmer	HAMBURG-AMERIKA LINIE	On 28th inst.
HAVRE, BREMEN & HAMBURG	NUERNBERG	Ger. str.	2 m.	Ammon	HAMBURG-AMERIKA LINIE	On 6th January
HAVRE & HAMBURG	STRASSBURG	Ger. str.	2 m.	Madsen	HAMBURG-AMERIKA LINIE	On 13th January
HAVRE & HAMBURG	SAMBIA	Ger. str.	2 m.	Schmidt	HAMBURG-AMERIKA LINIE	On 28th January
HAVRE & HAMBURG	AMBRIA	Ger. str.	2 m.	Duckstein	HAMBURG-AMERIKA LINIE	On 12th February
HAVRE & HAMBURG	C. F. PERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 26th February
TRIESTE VIA SINGAPORE, & C.	AUSTRIA	Aus. str.	2 m.	Fellner	SANDER, WHEELER & CO.	On 17th inst., P.M.
NEW YORK VIA PORTS & SUEZ CANAL	LENEX	Brit. str.	2 m.		DODWELL & CO. LIMITED	On 21st inst.
NEW YORK	ACALA	Brit. str.	1 m.		SHAW, TOMES & CO.	On or about 17th inst.
NEW YORK	ANTHESIA	Ger. str.	2 m.	Wagner	HAMBURG-AMERIKA LINIE	On or about 20th inst.
VANCOUVER VIA SHANGHAI, & C.	EMPEROR OF JAPAN	Brit. str.	2 m.	H. P. Jones, R.N.R.	CANADIAN PACIFIC R. CO.	On 13th inst., at Noon
VANCOUVER VIA SHANGHAI, & C.	TARTAR	Brit. str.	2 m.	E. Beetham	CANADIAN PACIFIC R. CO.	On 29th January
VICTORIA, B.C., & TACOMA VIA SHANGHAI, & C.	TACOMA	Jap. str.	4 m.	A. Dixon	DODWELL & CO. LIMITED	On 21st inst.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & C.	ROJUN MARU	Jap. str.	2 m.	N. Ohno	NIPPON YUSEN KAISHA	On 16th inst., at 4 P.M.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, & C.	IYO MARU	Jap. str.	2 m.	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 30th inst., at 4 P.M.
VICTORIA (B.C.), SEATTLE & TACOMA	PARKING	Brit. str.	2 m.		DODWELL & CO. LIMITED	Quick despatch.
SAN DIEGO, & C. VIA MOJI, & C.	THYRA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 15th inst.
AUSTRALIAN PORTS	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
AUSTRALIAN PORTS	YAUWAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
KOBE & YOKOHAMA	KUMANO MARU	Jap. str.	2 m.	E. W. Haswell	NIPPON YUSEN KAISHA	On 27th inst., at 4 P.M.
KOBE & YOKOHAMA	MARIA VALERIE	Aus. str.	2 m.	Beckerich	SANDER, WHEELER & CO.	On 19th inst., P.M.
KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	2 m.	K. Kori	NIPPON YUSEN KAISHA	Today, at 10 A.M.
NAG. SAKI, KOBE & YOKOHAMA	KAWACHI MARU	Jap. str.	2 m.		NIPPON YUSEN KAISHA	On 26th inst., at Daylight
YAWATA MARU	YAWATA MARU	Jap. str.	2 m.	A. E. Moses	NIPPON YUSEN KAISHA	On 20th inst., at Noon
SINGAN	SINGAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	Today.
SHANGHAI	JAVA	Brit. str.	2 m.	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
SHANGHAI	BENGAL	Brit. str.	2 m.	A. L. Valentini	P. & O. S. N. Co.	Quick despatch.
SHANGHAI, NAGASAKI, HOIO & YOKOHAMA	PRINZESS IRENE	Ger. str.	2 m.	G. Daubemann	BUTCHERS & CO.	Today.
SWATOW, AMOY & POOCHOW	WOOSUNG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	Today.
POOCHOW VIA SWATOW & AMOY	HAYTAN	Brit. str.	2 m.	Rosell	DOUGLAS LAFRAIR & CO.	On 12th inst., at Daylight
AMOY	AMOY	Jap. str.	1 m.	S. A. Smit	MITSU BUSSEN KAISHA	On 18th inst., at Daylight
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	P. Saito	MITSU BUSSEN KAISHA	On 15th inst.
TAMING, VIA SWATOW & AMOY	DAIGI MARU	Jap. str.	1 m.	T. Katao	MITSU BUSSEN KAISHA	Today, at Noon.
MANILA	ELCANO	Amr. ship.	2 m.	Alonzo	BRAND & CO.	On 13th inst.
MANILA	SUNGKANG	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 12th inst.
MANILA	EASTERN	Brit. str.	2 m.	Ellis	GIBB, LIVINGSTON & CO.	On 12th inst., at 4 P.M.
MANILA DIRECT	ZAFIRO	Brit. str.	2 m.	A. Ramsay	SHAW, TOMES & CO.	On 14th inst., at Noon
MANILA	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 18th inst.
SAMARANG & SOERABAYA	TAINTAU	Ger. str.	2 m.		BUTTERFIELD & SWIRE	Today.
BOMBAY, VIA SINGAPORE & PENANG	BORIMDA	Ital. str.	2 m.	D. Costa	CARLOWITZ & CO.	On 13th inst., at Noon
SINGAPORE, PENANG & CALCUTTA	SUISANO	Brit. str.	2 m.	Tadd	JARDINE, MATHESON & CO.	On 13th inst.
CALCUTTA	SENCA	Brit. str.	2 m.	R. Cornuck	DODWELL & CO. LIMITED	On or about 15th inst.

SHIPPING.

ARRIVALS.

Dec. 8, CHIVERN, American str., 1,211, Sleman, Canton 7th December, General.—CHINESE.

Dec. 8, J. E. WALKER, American barque, 875, Day, Manila 14th November, Bellast.—STANDARD OIL CO.

Dec. 8, HAICHING, British transport, 1,278, U. J. Davis, Taku via Chefoo, 28th Nov.

Dec. 8, KAGOSHIMA MARU, Jap. str., 2,731, K. Kori, Bombay 8th Dec., General.—ORDER.

Dec. 8, MAIDZURU MARU, Japanese str., 607, Saiton, Amoy, Amoy and Swatow 7th Dec., General.—M. B. KAISHA.

Dec. 8, WOOSUNG, British str., 1,109, Dowson, Canton 7th December, General.—BUTTERFIELD & SWIRE.

Dec. 9, BRITOMART, British gunboat, 710, Baird, Shanghai 6th December.

Dec. 9, LISA, German str., 1,702, Schonwandt, Hongkong 7th December, Coal.—SHEWAN, TOMES & CO.

Dec. 9, EMMA LUYKEN, German str., 1,110, Schall, Joana 28th Nov., Sugar.—E. A. TRADING CO.

Dec. 9, HANS MENZEL, German str., 1,694, Th. Noll, Yangtze 4th Dec., Rice, Beans and Oil.—E. A. TRADING CO.

Dec. 9, HITE, French steamer, 704, Godinau, Haiphong, Pakhoi, Hoihow and Kwangchow 8th December, General.—A. R. MARTY.

Dec. 9, JAYA, British str., 2,631, G. W. Gordon, R.N.R., Singapore 30th November, General.—P. & O. S. N. Co.

Dec. 9, JONAS, British str., 979, G. Lensk, Chinkiang 5th Dec., General.—JARDINE, MATHESON & CO.

Dec. 9, MICHAEL JENSEN, German str., 710, Jensen, Haiphong and Hoihow 8th Dec., General.—JENSEN & CO.

Dec. 9, PANTING, British str., 1,088, Shaw, Shanghai 5th Dec., General.—BUTTERFIELD & SWIRE.

Dec. 9, TAIYUAN, British str., 1,459, Dawson, Japan 8th December, General.—BUTTERFIELD & SWIRE.

CLEARANCES.

At the Harbour Master's Office.

9th December.

Loongang, British str., for Canton.

Loongang, British str., for Amoy.

Loongang, British str., for Manila.

Loongang, German str., for Canton.

Skerryvore, British str., for Singapore.

DEPARTURES.

8th December.

OLIMPO, Austrian str., for Moji.

9th December.

FOOKANG, British str., for Canton.

LABRETT, British str., for Shanghai.

LOONGANG, British str., for Manila.

LYERMOON, German str., for Canton.

SKERRYVORE, British str., for Singapore.

TSUBOISAN MARU, Jap. str., for Kutchinotzu.

VESSELS IN DOCK.

9th December.

ABERDEEN DOCKS.—Brand.

KOWLOON DOCKS.—Canton River, Elcano, H. J. Abrecht, Kwan Lok, Tacoma, U.S.S. Princeton, Lat Loc, Aloukhat, Dr. Hans Jurg Aker, Saturn, Empress of Japan, H.M.S. Plover, H.M.S. Cresty, Hongkong.

COSMOPOLITAN DOCK.—Tuchong, Amigo, Hopsang.

SHIPPING REPORTS.

The British steamer Loongang, from Chinkiang 5th inst., had moderate S.W. wind to Hechi; thence to port fresh N.E. gale and high following sea.

The British steamer Peking, from Shanghai 5th inst., had light variable winds as far as the Hiehans; thence strong N.E. monsoon and high sea to port.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour.

OSBERG, British barque, Denmark.—ORD 12

VESSELS ON THE BERTH

FOR MANILA.

THE Steamship

"ELCANO."

Captain Altonaga, will be despatched as above TO-DAY, the 10th inst., at Noon.

For Freight or Passage, apply to

BRAND & CO., Agents.

Hongkong, 6th December, 1901. [3120]

NORDDUTSCHER LLOYD ORIENTE LINE.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"TSINTAU"

will be despatched as above TO-MORROW, the 11th inst.

For further particulars, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 9th December, 1901. [3135]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR ANPING (VIA SWATOW AND AMOY).

THE Company's Steamship

"MAIDZURU MARU."

Captain T. Saito, will be despatched for the above ports TO-MORROW, the 11th December.

For Freight or Passage, apply to

THE MITSU BUSSAN KAISHA, Agents.

Hongkong, 28th November, 1901. [18]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above port on THURSDAY, the 12th inst., at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Manila are available for return by the Steamers of the China Navigation Company and vice versa.

For Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd December, 1901. [3078]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched as above on THURSDAY, the 12th December, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 23rd November, 1901. [3079]

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—4,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

"EMPEROR OF JAPAN" Comdr. H. Pybus, R.N.R. WEDNESDAY, 18th Dec., 1901

"EMPEROR OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 15th Jan., 1902

"TARTAR" Comdr. E. Beetham, R.N.R. WEDNESDAY, 29th Jan., 1902

"EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 12th Feb., 1902

"ATHENIAN" Comdr. H. Mowat, R.N.R. WEDNESDAY, 26th Feb., 1902

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent to FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Retard tickets to and from all points at reduced rates. Good for 4, 8, 12 and 18 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China as Japan Governments.

The attractive features of this Company's route embraces its PALATIAL STEAMSHIP, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA AND JAPAN PORTS AND VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on the Pacific, also Storage.

The "TARTAR" takes First and Second Cabin Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to

J. L. BROWN, General Agent, P.O. Box 10, 10, 10.

Hongkong, 5th December, 1901.

HAMBURG-AMERIKA LINIE.

NORDDDEUTSCHER LLOYD.

OSTASIATISCHER FAHRTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OPORTO, LIVERPOOL, GLASGOW, TRISTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 12th Dec. Freight.
SERBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 28th Dec. Freight.
NUERNBERG	HAVRE, BREMEN & HAMBURG (Calling at Singapore and Penang)	On 6th Jan. 1902 Freight.
STRASSBURG	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 13th Jan. 1902 Freight.
SAMBIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 25th Jan. 1902 Freight.
AMBRIA	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 12th Feb. 1902 Freight.
C. F. PERD. LAEISZ	HAVRE & HAMBURG (Calling at Singapore and Penang)	On 26th Feb. 1902 Freight.
ATHESIA	NEW YORK (via Suez Canal)	About 20th Dec. Freight.

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE.

QUEEN'S BUILDINGS, No. 1 [1051]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STREAMERS	TO SAIL ON	REMARKS.
SHANGHAI	{ JAVAN G. W. Gordon, R.N.R. }	{ Daylight 11th Dec. }	Freight or Passage.
LONDON	{ BORNEO D. C. Grogan, R.N.R. }	{ Noon, 14th December }	Freight or Passage.
LONDON, &c.	{ CHUSAN C. L. Daniel }	{ Noon, 21st December }	See Special Advertisement
SHANGHAI	{ BENGAL A. L. Valentini }	{ About 21st December }	Freight or Passage.

PASSENGER SEASON 1902

For MARSEILLES, PLYMOUTH, ORIENTAL, 5,284 Tons, 29th March.

Without Transshipment, MALTA, 6,064 Tons, 12th April.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 11th November, 1901.

IMPERIAL GERMAN MAIL

LINE.

NORDDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STREAMERS.	SAILING DATES.
STUTTGART	WEDNESDAY, 11th December.
KONIG ALBERT	WEDNESDAY, 25th December.
PRINZESS IRENE	WEDNESDAY, 9th Jan., 1902.
PRINZ HEINRICH	WEDNESDAY, 22nd Jan., 1902.
PREUSSEN	WEDNESDAY, 5th Feb., 1902.
HAMBURG	WEDNESDAY, 19th Feb., 1902.
SACHSEN	WEDNESDAY, 5th Mar., 1902.
KIAUTSCHOU	WEDNESDAY, 19th Mar., 1902.
BAYERN	WEDNESDAY, 2nd Apr., 1902.
STUTTGART	WEDNESDAY, 16th Apr., 1902.
KONIG ALBERT	WEDNESDAY, 30th Apr., 1902.
PRINZESS IRENE	WEDNESDAY, 14th May, 1902.
PRINZ HEINRICH	WEDNESDAY, 28th May, 1902.
PREUSSEN	WEDNESDAY, 11th June, 1902.
HAMBURG	WEDNESDAY, 25th June, 1902.

* Steamers of the Hamburg-Amerika Linie. * Calling at Amsterdam.

ON WEDNESDAY, the 11th day of December, 1901, at Noon, the Steamship "STUTTGART" of the NORDDDEUTSCHER LLOYD, Captain P. Grosch, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 9th December, Cargo and Specie will be received on Board until 3 P.M. on TUESDAY, the 10th December, and Parcels will be received at the Agency's Office until Noon on TUESDAY, the 10th December.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses.

Linen can be washed on board.

For further Particulars, apply to

HONGKONG, 28th November, 1901.

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"PELUS"	On 13th December.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 16th December.
GLASGOW and LIVERPOOL	"STENTOR"	On 24th December.
GLASGOW and LIVERPOOL	"MEMNON"	On 3rd January.
GLASGOW and LIVERPOOL	"IDONEUS"	On 8th January.
GLASGOW and LIVERPOOL	"TANTALUS"	On 16th January.

TO	STEAMERS	TO SAIL
LONDON	"ACHILLES"	On 13th December.
LONDON	"GLAUCUS"	On 24th December.
LONDON	"DEUCALION"	On 7th January.
LONDON	"PELUS"	On 21st January.
LIVERPOOL DIRECT	"IXION"	On 18th December.
LIVERPOOL DIRECT	"PATROCLUS"	On 15th January.

The S.S. "LAERTES" left Singapore for Hongkong and Amoy on the 29th ult.
For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co. [15]

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	"WOOSUNG"	On 10th December.
WEIHAIWEI, CHEFOO and PORT ARTHUR	"SINGAN"	On 10th December.
SAMARANG and SOERABAYA	"TSINTAU"	On 11th December.
MANILA	"SUNGKIANG"	On 12th December.
MANILA	"TAIYUAN"	On 18th December.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A daily qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS. [16]

Hongkong, 18th November, 1901.

NAVIGAZIONE GENERALE ITALIANA

(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIS.

Taking Cargo at through rates to PERSIAN Gulf and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"BORMIDA," Captain D. Costa, will be despatched as above on FRIDAY, 15th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents. [17]

Hongkong, 3rd December, 1901.

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

The Company's New Steamship

"ZAFIRO," Captain A. Ramsay, will be despatched for the above port on SATURDAY, the 14th inst., at Noon.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers. [18]

Hongkong, 7th December, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

In connection with the

ANCHORAGE, TOPEKA AND SANTA FE RAILROAD CO.

Through Bill of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. [14]

Hongkong, 30th November, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW AND AMOY.

The Company's Steamship

"DAIGI MARU," Captain T. Katsui, will be despatched for the above ports on SUNDAY, the 15th inst.

For Freight or Passage, apply to

THE MITSUI BUSHAN KAISHA, Agents. [17]

Hongkong, 8th December, 1901.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINCESS IRENE"

OF THE NORDDEUTSCHER LLOYD.

Captain G. Dannemann, due here with the outward German Mail about the 10th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., Agents. [9]

Hongkong, 7th December, 1901.

FOR CALCUTTA.

CALLING AT SINGAPORE

(If Sufficient Inducement Offers)

THE Steamship

"SENECA," Captain R. Cormack, will be despatched as above on or about SUNDAY, the 15th inst.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents. [3125]

Hongkong, 7th December, 1901.

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA," Captain Kilgour, will be despatched as above on or about 17th December.

To be followed by the Steamship

"ASAMA," Captain Bennett, on or about 27th December.

For Freight, apply to

SHEWAN TOMES & CO., Agents. [2885]

Hongkong, 23rd November, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KODE.

THE Company's Steamship

"MARIA VALERIE," Captain Barborovich, will leave for the above places on THURSDAY, the 19th inst. P.M.

The steamer has capital accommodation for Passengers. Electric light. A Doctor is carried.

For Freight or Passage, apply to

SANDER, WIELER & CO., Agents. [6]

Hongkong, 5th December, 1901.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENROY," Captain Forbes Selby, will be despatched as above on FRIDAY, the 20th December.

For Freight, apply to

MCGREGOR BROS. & GOW, Agents. [3125]

Hongkong, 6th December, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"CHUSAN," Captain C. L. Daniel, carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 21st December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT, Superintendent. [1]

Hongkong, 9th December, 1901.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

PROPOSED SAILINGS FROM HONGKONG.

"LENNOX," On 21st Dec.

"ORONSAY," About 31st Dec.

"AFRIDI," About 10th Jan.

"HILGLEN," About 20th Jan.

"LOWTHER CASTLE," About 31st Jan.

For Freight and further information, Apply to

DODWELL & CO., LTD., Agents. [1739]

Hongkong, 28th November, 1901.

NATAL LINE OF STEAMERS.

THE Underigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the CHINA STEAM NAVIGATION CO.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 4th August, 1897.

CARBOLINEUM AVENARIUS USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot, and Damages.

Sole Agents for China, LUTGENS, RINSTMANN & CO., Hongkong, 31st August, 1897.

NOTICES TO CONSIGNEES

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon, the 11th instant, will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., General Managers. [3130]

Hongkong, 7th December, 1901.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"VALETTA,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godown at Kowloon Wharf and Godown Company Godowns at Kowloon, where each consignment will be sorted out, Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. "Victoria."

From Australia, ex s.s. "India."

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 15th instant, at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

E. A. HEWETT, Superintendent. [1]

Hongkong, 8th December, 1901.

HONGKONG.

Amigo, German str., 322, Hansen, Nov. 26, Jensen & Co.

Brand, Norw. str., 1,520, Throusen, Nov. 30, Dodwell & Co. Limited.

Chiyun, Amr. str., 1,211, Sleeman, Dec. 4, Chien & Co.

Clara, German str., 1,055, Musing, Nov. 29, Butterfield & Swire.

Clara, German str., 675, Uldersap, Dec. 7, Jensen & Co.

Deucalion, British str., 4,476, Keay, Nov. 23, Butterfield & Swire.

Deuteros, German str., 1,001, Frahm, Nov. 29, Siemens & Co.

Dr. Hans Jurg Kier, Norw. str., 691, Larsen, Nov. 18, A. R. Marly.

Easton, British steamer, 3,500, Ellis, Dec. 8, Gibb, Livingston & Co.

Elcano, American str., 510, Altomare, Sept. 3, Brando & Co.

Elsa, German str., 1,702, Schonwadt, Dec. 9, Jensen & Co.

Emma Layken, Ger. str., 1,109, Schall, Dec. 9, E. A. Trading Co., Limited.

Empress of Japan, British str., 3,003, Pylus, Nov. 27, C. P. R. Co.

Esmeralda, British str., 906, McGinty, Nov. 17, Sheehan & Co.

Fujian, British steamer, 1,457, Liant, Dec. 4, Chinese.

Halong, British str., 783, Bathurst, Dec. 8, Douglas Lauprak & Co.

Hans Monzell, German str., 1,649, Nebinger, Dec. 9, E. A. Trading Co., Limited.

Hongkong, French str., 362, Pannier, Dec. 6, A. R. Marly.

Hipsang, British str., 1,359, Roope, Nov. 26, Jardine, Matheson & Co.

Hue, French steamer, 704, Godinau, Dec. 9, A. R. Marly.

Java, British steamer, 2,631, Gordon, Dec. 9, P. & O. S. N. Co.

Kagoshima Maru, Jap. str., 2,731, Kori, Dec. 8, Order.

Lai Toek, Spanish str., 185, Fabbagras, Nov. 17, A. R. Marly.

Loksang, British steamer, 379, Leask, Dec. 9, Jardine, Matheson & Co.

Louisa, German str., 1,020, Fuchs, Dec. 6, Butterfield & Swire.

Machow, German str., 995, Wendig, Dec. 6, Butterfield & Swire.

Maiden Maru, Japanese str., 667, Saiton, Dec. 8, Mitsui Bussan Kaisha.

Michael Jensen, Ger. str., 710, Jensen, Dec. 2, Jensen & Co.

Mongkut, German str., 850, Gotsche, Nov. 15, Butterfield & Swire.

Nycture, British str., 2,178, Walters, Nov. 26, Standard Oil Co.

Onsang, British str., 1,787, Davies, Dec. 3, Jardine, Matheson & Co.

Paojing, British str., 1,088, Shaw, Dec. 9, Butterfield & Swire.

Phra C. Kiao, Ger. str., 1,012, Morris, Dec. 3, Butterfield & Swire.

Protector, Norw. str., 1,689, Thorstensen, Dec. 4, East Asiatic Trading Co., Limited.

Riojun Maru, Jap. str., 2,979, Ohno, Dec. 6, Nippon Yusen Kaisha.

Seneos, British str., 3,137, Cormack, Nov. 27, Standard Oil Co.

Sihon, British str., 957, Jones, Nov. 12, Bradley & Co.

Suisang, British str., 1,778, Tadd, Dec. 7, Jardine, Matheson & Co.

Sungkiang, British str., 1,021, Moore, Dec. 8, Butterfield & Swire.

Tacoma, British str., 2,811, Dixon, Oct. 21, Dodwell & Co. Limited.

Tai-cheng, German str., 828, Ahrens, Nov. 17, Meyer & Co.

Taitu, German steamer, 1,065, Murtens, Dec. 8, Chinese.

Taiyuan, British str., 1,450, Dawson, Dec. 9, Butterfield & Swire.

Tingsang, British str., 1,045, Sawyer, Dec. 6, Jardine, Matheson & Co.

Tsintau, German str., 1,002, Sanders, Nov. 18, Arnold, Karberg & Co.

Woonang, British str., 1,109, Dowson, Dec. 2, Butterfield & Swire.

Yuenang, British str., 1,128, Rolfe, Dec. 6, Jardine, Matheson & Co.

SAILING VESSELS.

Dingo, American ship, 2,845, Goodwin, Dec. 7, Standard Oil Co.

Daphnia, British ship, 1,986, Low, Nov. 3, Geo. T. Hay, British ship, 1,647, Spica, Oct. 20, Arnold, Karberg & Co.

Helix A. Wyman, Amr. ship, 1,664, Vanhous, Sept. 10, Arnold, Karberg & Co.

H. J. Albrecht, German sch., 701, Andersen, Oct. 10, Master.

J. B. Walker, Amr. bark, 875, Day, Dec. 9, Standard Oil Co.

Lamberg, Brit. bark, 1,215, McDougall, Aug. 14, Master.

Mallorca, Amr. ship, 1,650, Nichols, June 30, Standard Oil Co.
Oshana, British bark, 860, Densmore, Nov. 4, Order.
Sea Witch, Amr. ship, 1,172, Howes, Feb. 21, Master.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. C. G. F. M. Cradock, at Hongkong.

Albion, battleship, 12,950 tons, Captain W. W. Hewett, at Mirs Bay.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, at Hankow.

Arethusa, cruiser, 4,300 tons, 10 guns, 5,000 h.p., Captain J. Startin, Hongkong.

Argonaut, battleship, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., at Mirs Bay.

Astraea, cruiser, 4,360 tons, 10 guns, 9,000 h.p., Captain C. J. Baker, at Hongkong.

Aurora, cruiser, 5,600 tons, 12 guns, 5,500 h.p., Capt. E. H. Bayly, C.B., at Hongkong.

Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,111 h.p., Capt. F. H. Henderson, C.M.G., at Hongkong.

Brantley, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Hongkong.

Brisk, cruiser, 8 guns, 5,500 h.p., Comdr. Sir B. E. S. Wray, Bart., at Singapore.

